

12.—St. Lawrence-Great Lakes Traffic using St. Lawrence, Welland and Sault Ste. Marie Canals, 1963 and 1964

NOTE.—Duplications eliminated wherever possible.

Canals Used	1963			1964		
	Up-bound Freight	Down-bound Freight	Total	Up-bound Freight	Down-bound Freight	Total
	tons	tons	tons	tons	tons	tons
Traffic using Canadian St. Lawrence-Great Lakes System	16,159,172	30,420,112	46,579,284	37,521,281	54,211,692	91,732,973
St. Lawrence and Ottawa.....	1,957	—	1,957	—	—	—
St. Lawrence only.....	2,863,218	1,784,017	4,647,235	2,956,875	1,522,515	4,479,390
St. Lawrence and Welland.....	10,680,607	15,606,404	26,287,011	31,187,544	38,443,929	69,631,473
St. Lawrence, Welland and Sault Ste. Marie.....	8,923	63,573	72,496	72,609	93,954	166,563
Welland only.....	2,413,200	12,421,638	14,834,838	2,895,886	13,574,151	16,470,037
Welland and Sault Ste. Marie.....	36,002	22,587	58,589	83,992	67,940	151,932
Sault Ste. Marie only.....	155,265	521,893	677,158	324,375	509,203	833,578
Traffic using United States Locks at Sault Ste. Marie only	10,675,828	74,575,468	85,251,296	10,928,447	82,988,582	93,917,029
Totals	26,835,000	104,995,580	131,830,580	48,449,728	137,200,274	185,650,002

Since 1950, the traffic through the Sault Ste. Marie canal (Canadian lock and United States locks) has fluctuated between a high of 128,489,000 tons in 1953 and a low of 70,906,000 tons in 1959; the volume in 1964 was 94,883,666 tons. Throughout the period, the dominant traffic from a tonnage aspect continued to be iron ore, which also reached its highest point in 1953 at 98,658,000 tons, dropped to 47,214,000 tons in 1961 and stood at 64,695,532 tons in 1964. In 1958, wheat replaced soft coal in second place where it has remained, tonnages increasing from 7,478,000 to 12,226,493 during the 1958-64 period; during the same years, other grains usually ranged between 35 p.c. and 60 p.c. of the wheat tonnage, although they were only 28 p.c. of that tonnage in 1961 and 30 p.c. in 1964. Soft coal carried in the 1958-64 period ranged between 6,389,000 tons in 1958 and 7,308,275 tons in 1964.

Canadian Use of the Panama Canal.—The use of the Panama Canal as a transport facility for the movement of goods from one Canadian port to another is of relatively minor importance. Of the total of 5,123,000 long tons of cargo leaving the West Coast of Canada in the year ended June 30, 1964 and passing through the Panama Canal, only 10,000 long tons were destined for Eastern Canadian ports. Similarly, of the 902,000 long tons of cargo leaving Eastern Canadian ports and passing through the Panama Canal, 13,000 long tons were destined for Western Canadian ports. The total tonnage passing through the Panama Canal and arriving in Canadian West Coast ports from any origin, Canada or elsewhere, amounted to 626,943 long tons in the year ended June 30, 1964; the total from any origin arriving at Eastern Canadian ports after having passed through the Panama Canal was 536,613 long tons.

Subsection 4.—The St. Lawrence Seaway

Events leading up to the beginning of the St. Lawrence Seaway project and the progress made during the years of its construction are covered in the 1954 to 1959 Year Books. A special article carried in the 1956 edition (pp. 821-829) gives detailed information on Great Lakes-St. Lawrence waterway traffic immediately prior to the beginning of construction on the project and another special article carried in the 1960 Year Book (pp. 851-860) covers the story of the Seaway, its new facilities and services and the movement of freight during the second year of its operation.